THE PANAMA CANAL REVIEW

ON THE INSIDE:

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PANAMA CANAL REVIEW

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About Our Cover

THE COVER photograph shows Panama's unusual mountain formation La India Dormida—the Sleeping Princess—around which a romantic legend has been woven.

This mountain is located about 76 miles west of Panama City in a region called El Valle, a beautiful valley that both Panamanians and foreigners alike visit to escape the heat and jangle of day-to-day living in the city.

According to legend, the mountain took the form of Flor de Aire, an Indian princess who fell in love with an enemy of her people. The mountain can be seen from El Valle's main road. Here also the motorist can feast his eyes on miles of splendorous scenery.

There are many aspects of El Valle worth knowing about. For more detail and photos of this lovely region, turn to page 17.

A young physician, Dr. Daniel Gruver, and his work with the Indians of the San Blas Islands is the topic of an illustrated three-page article starting on page 3. Dr. Gruver, affiliated with the Baptist Home Mission Board, says he is in a general practice of the broadest sort. That means he does everything from delivering babies to pulling teeth.

Similar to Niagara Falls which has attracted numerous stunt men who walk tight ropes or go over the falls in barrels, the Panama Canal has received its share of people who wish to be the first, or the fastest, or the best. These were not daredevils but swimmers who began transiting part of the waterway before it was opened to ship traffic.

On page 6 starts an article on those who have swum the Canal, including some who were charged tolls for the privilege.

The 1st Isthmian Highlanders, a newly-formed Scottish bagpipe band that is rapidly gaining popularity throughout Panama, is discussed in words and pictures beginning on page 9.

And the Cristobal-Colon Rotary Club, which claims to be the only Rotary club in this part of the world flying two flags, is the subject of a two-page feature that starts on page 11.

A modest summer home in beautiful El Valle de Antón nestles between the mountains and an orange grove.

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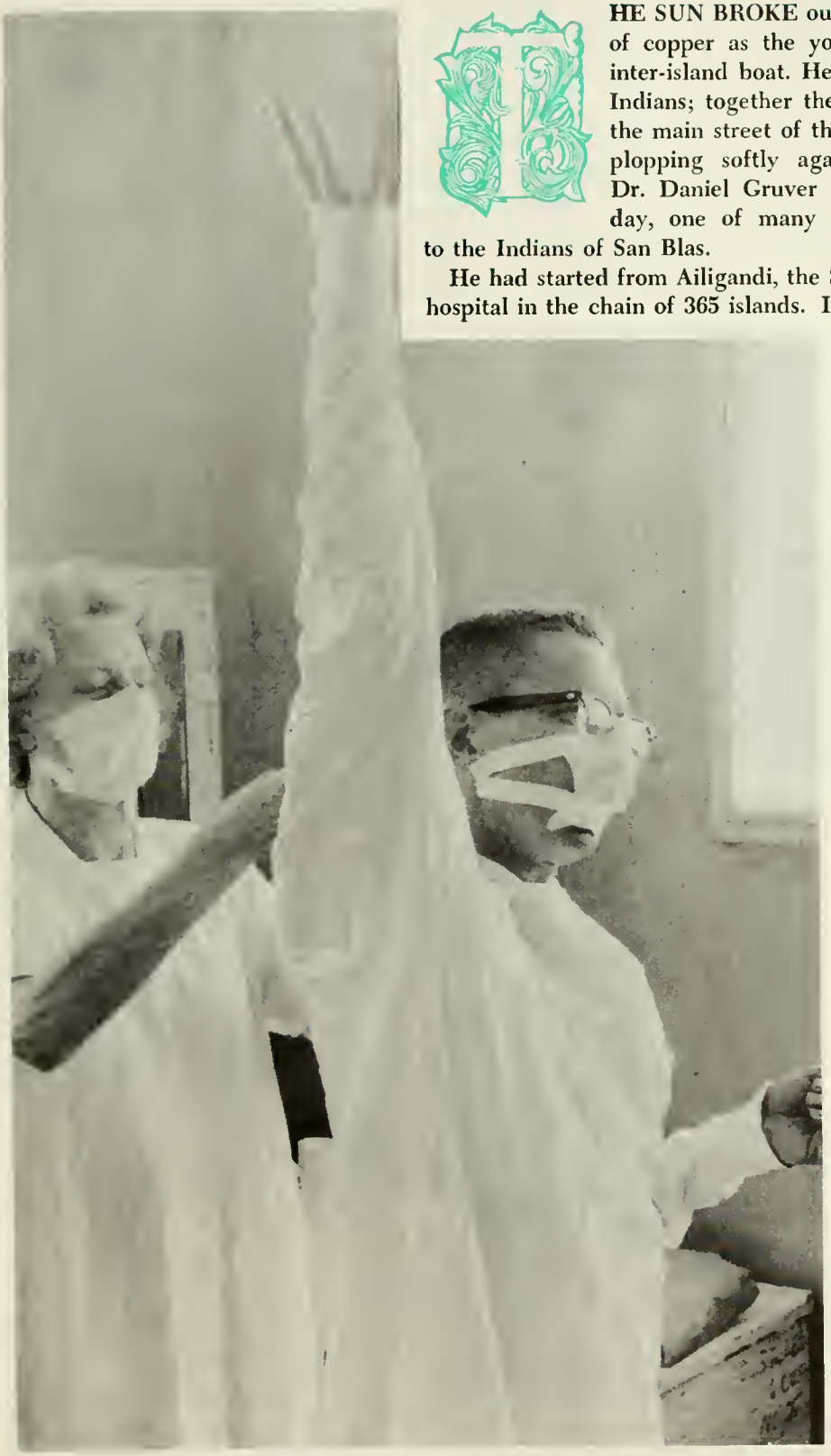
Doctor in the San Blas



THE SUN BROKE out of the Atlantic in a shimmering glow of copper as the young doctor stepped ashore from the inter-island boat. He shook hands with the little group of Indians; together they walked the well-worn path toward the main street of the village, the bare feet of the Indians plopping softly against the damp morning earth. For Dr. Daniel Gruver it was the beginning of a very long day, one of many he has spent bringing medical help to the Indians of San Blas.

He had started from Ailigandi, the San Blas island where he runs the one hospital in the chain of 365 islands. In making his "rounds" the doctor may travel 200 miles, by light plane or boat, so each visit must count.

A day on one of the islands means seeing 200 or more patients, with a variety of ailments and diseases rarely encountered in the city by the general practice doctor. But Dr. Gruver, who works for the Baptist Home Mission Board, wouldn't exchange his practice for another one anywhere. He is doing what he has planned to do for many years—medical work among the Indians.

Daniel Gruver was 12 years old when he decided on a career. He would be a doctor, and like his parents, he would be a missionary. His father, now in Puerto Rico as the pastor of a church and a teacher of ministers, had traveled over the United States. The Gruvers had lived in Alaska, California, Texas, Washington, D.C., in Kansas City, Mo., where Dr. Gruver was born, and in other States. The family spent 4 years in Costa Rica and in 1960 his father, Harold Gruver, was pastor of the First Baptist Church in Panama City.

Dr. Gruver earned a degree in the Bible at the University of Corpus Christi, in Texas, but had attended a total of seven colleges. During college he had been a pastor at small Mexican-American churches in Texas that could not support a regular minister. After graduation from Southwestern Medical College at Dallas, where he was one of the top five students in his class, he felt that a chance to intern and be a resident at Gorgas Hospital was a good opportunity. He spent 4 years at Gorgas, 3 as a resident surgeon. During those 4 years, he had the opportunity of working with the Indians in the Cricamola River area in Bocas del Toro, the San Felix area and in the San Blas. He made many trips to these areas.

"Other doctors at Gorgas have made these trips and still make them," he

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At left, Dr. Gruver readies for surgery.

Removing skin for use as a graft in surgery for skin cancer. Dr. Gruver is assisted by two trainees at the hospital at Ailigandi.

He is in a General Practice Of the Very Broadest Sort

(Continued from p. 3)

says. And Dr. Gruver expressed his deep appreciation for the fine cooperation of the Panama Government in making these trips possible.

It was during one of these trips that Dr. Gruver, who has two children, adopted an Indian girl from the Cricamola region. Now the picture of health, she was very ill at the time. The Gruvers named her Juanita and she is now the 2-year-old playmate of Rachel Melite Gruver, 6, and Daniel Marcus, 5. All three are spending the summer at Ailigandi and learning the Cuna language, while their mother, Mrs. Jane Gruver, is working for her masters degree at the University of Arizona. Mrs. Gruver will teach speech at Balboa High School in the fall. The Gruvers have an apartment in Panama where Dr. Gruver, who has been in the San Blas since October 1965, spends time with his family on frequent trips to the city.

As administrator, doctor, record keeper, and surgeon, he is constantly busy at the hospital at Ailigandi. There, he may see 30 to 50 patients in a day. He performs surgery and when equipment and facilities there can't do the job, patients are sent to Panama City.

The doctor developed an interest in Indian tribes while in high school. This interest and his desire to be a missionary doctor combined to bring him, at last, to the San Blas. At 33, he looks forward to a long career in missionary medicine. He speaks Spanish with ease and fluency, and is learning Cuna. "I promised the people in the islands that I would be able to deliver a sermon in the Cuna language in 1 year. I have kept that promise."

His Cuna is sufficient to talk to his patients. And they come by the hundreds. Being in a general practice "of the broadest sort," he says, means you have to be flexible. He has operated on animals, when the owners insist upon it, and he has pulled 3,000 teeth in less than a year. Dr. Gruver is comforted by the presence of the Panamanian Government doctor, Dr. Savelys Bermanis, who has been practicing at the island settlement of Narganá for 18 years. Dr. Bermanis also does some traveling. "He is a wonderful doctor, and well respected and loved by many of the Indians," said Gruver. "Dr. Bermanis has done a world of good for countless people in the San Blas."

Still, with 42 main settlements and more than 20,000 San Blas Indians, there is a tremendous amount of work to be done by both doctors. And now there is a Peace Corps nurse, Mrs. Susie Black, who aids Dr. Bermanis. On Ailigandi, Dr Gruver is assisted at the 15-bed hospital by Dionisio Bodden, a San Blas Dr. Gruver is training, and Ricardo Campillo, a laboratory assistant who was trained at Gorgas Hospital in the Canal Zone. He also counts as a great help the trips made to the area by various doctors from Panama City and the Canal Zone This arrangement, he says, is under the auspices of the Panamanian Government, which has given full cooperation in efforts to aid the San Blas. "These doctors contribute much toward the improvement of general health in the islands," he said.

A long day is over, but there's still time to look in on a patient.

The hospital was built through the fund raising efforts of the First Baptist Church in the Canal Zone, which provided some funds and raised others through the Baptist Church organizations in the United States. Volunteer labor from the Canal Zone, both military and civilian, worked with San Blas Indians in the construction. Most of the equipment was furnished by the Southern Baptist Convention; some from the World Medical Relief Agency. The U.S. Army furnished transportation for the equipment. The hospital took shape as the Armed Forces Wives Club and other civic organizations and individuals in this area and in the United States gave of their time and resources. Help still comes from several of these groups.

The hospital has X-ray equipment, and though it has no electrical generators, it is hoped that these will be provided by the end of the year. A drug room is kept, with its stock gradually building up.

Dr. Gruver, his children, and friends. From left, Melite Gruver, Juanita, whom he adopted in the Cricamola region, Marcus Gruver. At far right and rear are four San Blas boys. His children are spending the summer at Ailigandi while the doctor's wife, Mrs. Jane Gruver, works for a master's degree at the University of Arizona. They are learning the Cuna language as well as Spanish.

This youngster is not quite happy with the doctor now, but no doubt she will be when the visit is over.

All in a day's work, and in this particular day's work doctor Gruver delivered twins at the hospital at Ailigandi.

But patients use much medicine. During one measles epidemic, Dr. Gruver attended to 100 children in a single day. His practice is made difficult because of the incidence of tropical diseases, many of which are difficult to diagnose and do not yield easily to cure. Congenital defects are fairly common, as is tuberculosis. Skin cancer is prevalent because of the Indians' constant exposure to strong sun. Dr. Gruver has performed much surgery for skin cancer and congenital defects. He has also delivered countless babies. The first one born in the hospital on Ailigandi was named Daniel Gruver Grimaldo.

Superstition, rooted for centuries in the life of the Indians, poses still another problem. The doctor comments: "The reign of superstition has not been broken. I would say that perhaps 80 percent of all illness is still treated by witch doctors in the San Blas.

"There are two types of witch doctors. One is the Nele, whose treatment may involve singing songs or chants, burning incense and firing up smoke pots to scare away the disease, or using dolls. All these methods, and others, are to frighten away the spirit or devil that has made the patient ill. The case may be a broken leg or an infection, but the Nele will dance and cast spells to effect a cure. And the Nele may make a 'prescription' which is to be carried out by the second type of witch doctor, the Ina Tuledi. The Ina Tuledi soaks injuries or affected area in juices, or special preparations. He may smear the wound, or area of pain, in mud."

Dr. Gruver works quietly to bring the Indians to the belief that modern medicine can do more for them than rituals. But it isn't easy, "as in the case of a young man whose jaw was broken and arm paralyzed because of a break in his collarbone. After unsuccessful treatment by the witch doctors, I began treatment. The man was in great pain and infection threatened his life. I wired the jaw and put the arm in a cast and began drug treatment to fight the infection. He was progressing nicely when the witch doctor and other Indians took him away, ripping off the cast and wires. I haven't seen the young man since. The infection had nearly disappeared and I expect the jaw and collarbone will mend, though not very straight."

"Often, in the very last stages of a case," Dr. Gruver said, "when the patient is to be discharged as cured, the witch doctors will talk intensely and for a long time to the patient to convince him to come to the witch doctor. A dance is done and the witch doctor takes credit for a cure." Nevertheless, says Dr. Gruver, "the important thing is that the patient is cured, and we work against superstition as much as possible."

More and more, the witch doctors themselves are coming to Dr. Gruver for treatment. And their patients cannot discount this sort of testimony to modern medicine. There is a rent in the fabric of superstition and, hopefully, it will widen with time.

Walking across the mountains from the Pacific Coast, paddling in cayucos from the islands and settlements, the Indians come. They are responding to the outstretched hand, the generosity of their fellow men and the dedication of a missionary doctor.

Panama Canal Stunt Swims Began Early

SWIMMING THE Panama Canal—not considered a sport by most people—has, during the years, attracted a number of amateur and professional swimmers.

This has been so despite the fact that even during the early days Panama Canal authorities did not take a wildly enthusiastic view of granting requests to swim the big ditch. In recent years, they have been even more reluctant.

In the first place, ships have priority; in the second place, there are risks involved. Modern safety men don't like the idea at all.

But back before the Canal was opened to traffic, Canal employees and other Isthmian residents took to swimming the waterway, or those parts which were open, on their days off. There were no community swimming pools and it seems that almost anyone would jump into the Canal on a warm day. There were some complaints, too, about bathing costumes and loud and boisterous behavior.

Swimming the Canal as a stunt started in 1913 when two professional swimmers from New York—a man and a woman—got permission to make a partial transit. The permit required them to skip Gaillard Cut, then known as Culebra, which still was closed to ships as well as swimmers.

The man was Capt. Alfred Brown, a lifeguard who described himself as the "champion long-distance swimmer of the world." He made the swim before the Canal was opened to traffic.

The woman swimmer, who to this day is the only woman to swim any part of the Canal, was Elaine May Golding. She was billed in the local press as the "champion lady swimmer of America."

Miss Golding bypassed the locks and did not venture into the Cut but she did most of the rest of the Canal from Cristobal to Balboa in stages between December 12 and 16, 1913.

Reports of the swim said that she favored the breast stroke which brought her head under water frequently; that the odor of the water in some parts of the Canal troubled her; that she got badly sunburned but that she was cheerful most of the time. She was accompanied by a motor launch in which rode her manager and a motion picture photographer who made films of the swim. Her feat was not included in the Panama Canal files although it was reported in the Star & Herald of that date. After the swim, she was quoted as saying she had accomplished other long-distance swims that had required more endurance.

Being measured for Canal transit by Chief Admeasurer Robert E. Medinger is Albert H. Oshiver, who swam non-stop from Gatun to Gamboa in 1962. The flashing light he used during the night part of his swim is strapped to his forehead.

The first complete ocean-to-ocean swim through the newly opened Canal was made in 1914 by J. R. Bingaman and James Wendell Green, two Panama Canal employees who applied for permission from the Secretary of War on the premise that the "honor" should belong to a Canal employee.

The permission was granted by Gov. George W. Goethals, August 18, just 3 days after the Canal was opened to the commerce of the world.

"You have my permission to swim through the locks chambers, climbing up the ladders at the ends at a time when the locks are not in use and their operation will not be interfered with," Colonel Goethals said.

"The general use of locks by swimmers cannot be permitted as this practice would be a detriment to the service and the action in this case does not establish a precedent."

The two men started their swim on Sunday, August 22, and, being employees with work to do, swam only on Sundays or at such time as they could be spared from their regular work. They completed the swim on October 18 in a total of 26 hours, 34 minutes swimming time.

An early account of the swim said they were accompanied by boats and timekeepers and made the distance from ocean to ocean, including the lock chambers, in less time than it takes many people to walk. They used the trudgee-crawl stroke, the newspapers said.

Bingaman left the Isthmus in 1916 but Green remained in the Canal Zone and later became the Panama Canal's first Treasurer. He retired from service in 1952.

Perhaps the most famous swim, or the one that received the most publicity at the time, was made in 1928 by author-adventurer Richard Halliburton, well-known travel writer of his day.

Written persmission was given by Gov. M. L. Walker who agreed to having a small launch, a cameraman, a newspaper reporter and an expert rifleman accompany the swimmer through the Canal. In turn, Halliburton accepted all liabilities of the trip, both to himself and "any damage he might do the Canal."

Halliburton completed the swim in about 10 days and set some kind of precedent by being the first swimmer to be locked through all three sets of locks. His actual swimming time was about 50 hours.

Newspaper accounts said "it required as much mechanical labor to bring Halliburton, the lightest ship in Canal history, through the locks as it did for the 40,000-ton airplane carrier *Saratoga,* the heaviest. Charges for the passage were made in accordance with the ton rate, and Halliburton, weighing 150 pounds, paid just 36 cents."

For the next few years, the Canal was free of swimmers—at least officially. In 1936 two U.S. Navy men stationed at Coco Solo, made an attempt which received the approval of the Canal authorities.

Marvin Beacham of the Submarine Base and Regis Parton of the Fleet Air Base, both members of the Southern Cross Swimming Club, planned to make the first non-stop swim from the Atlantic to the Pacific. They were to be accompanied by two U.S. Navy launches carrying men with rifles. The launches were to have towed a net especially prepared for the swimmers to "insure their safety against fish, alligators, suction and other accompanying dangers."

The project was canceled, however, when the plan was firmly vetoed by the Commandant of the 15th Naval District in Balboa.

During World War II, the Canal was a busy place and so were the people who might have had a yen to swim the Canal.

It was not until 1950 that a request was received from another aspiring Canal swimmer. He was Charles McGinn, a U.S. Military Academy cadet in the class of 1953 who was coming to the Canal Zone to spend his leave with his parents in Gatun.

Permission to make the swim while he was on leave was given with various degrees of enthusiasm and reservations. The Panama Canal Safety Engineer pointed out the usual dangers and the Health Bureau Director recommended typhoid booster shots and fresh drinking water while the swimmer was en route. The Navigation Division asked him to swim only in daylight hours and

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Explorer-writer Richard Halliburton transits one of the Panama Canal locks during his 1928 swim through the Canal. The rowboat behind him carries a rifleman in addition to the rowboat operator.

Canal Tolls Paid By Swimmers

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to keep out of the usually traveled lane of shipping.

Accompanied by a rowboat manned by Robert Kariger, McGinn started his swim June 22 from Pier 6 in Cristobal. He made the transit in 6 days with approximately 5 hours spent on each daily lap. He ended at 3:45 p m. June 28 at the Balboa Yacht Club pier and newspaper accounts say there were some who suggested that he continue on to Taboga.

McGinn, however, looked the situation over with a practiced eye and decided not to make that trip.

Kariger was reported to have lost weight operating the rowboat through the Canal but McGinn, who stoked up on hot soup and sweetened coffee, weighed about the same as before. His swimming time of 36 hours was less than the time taken by Halliburton but 10 hours more than the time taken by the two early Canal employee swimmers Bingaman and Green.

Capt. Robert F. Legge, the 15th Naval District Medical Officer, made headlines in the local press when he swam the Canal from Gatun to Pedro Miguel in October 1958.

He made a number of practice swims in Madden Lake and then charting his course like a sailor shoving off for a long cruise, Captain Legge swam the 35-mile stretch in what he claimed was a record time of 21 hours and 54 minutes.

The 52-year-old physician climbed out of the water at Pedro Miguel to the applause of 100 or more Canal Zone residents lining the east bank of Paraiso Reach. During his swim, he had some trouble with cramps and a stiff shoulder but encountered no reptiles except an iguana which crossed his bow on his way from one side of the Canal to the other. He was charged 72 cents in tolls, the rate for a 1-ton vessel in ballast.

The following May, 1st Sgt. George W. Harrison, a 32-year-old Army sergeant sponsored by the First Battle Group of the 20th Infantry, swam from Gatun to Miraflores Locks. Although he started the swim May 12 and completed it the following day, he took time out for rest and food and had problems with currents and passing ships. He did not swim through Pedro Miguel but walked around.

By the time that Albert H. Oshiver, 42-year-old oceanographer from Washington, D.C., arrived on the scene in 1962, the Canal officials were inclined to take a dim view of any other attempts to swim the Canal.

When he asked for permission from Washington, he was advised that due to the increase in ship transits he could not be given any encouragement. Nevertheless he appeared in the Canal Zone and made a personal appeal to swim through Gatun Lake. He made several practice swims. After signing a release he was given permission to swim from south Gatun to Gamboa and advised to stay outside ship channels.

Oshiver set a record by making the 29-hour swim without stopping. He was accompanied part of the way by a motor boat operated by W. R. Byrd of the Terminals Division and all of the way by a cayuco attended by Pedro Torres.

At night he wore a flashing red light strapped to his forehead and Torres had a battery powered light on his finger to show the swimmer his course. Spectators observed that Oshiver seemed to pick up speed during his last 6 hours in the water. He said he had to because he was cold. He landed at Gamboa at 5 a.m. December 30.

Both Oshiver and Captain Legge were measured by the Panama Canal admeasurer for tolls and both paid. They were presented with the key to Panama Canal Locks by the Governor of the Canal Zone.

The Master Key to the Panama Canal in the grade of Honorary Vessel is presented by Gov. William Potter to Capt. Robert F. Legge, USN, who swam from Gatun to Pedro Miguel in 21 hours and 54 minutes.

1st Isthmian Highlanders

Bagpipe Band Adds a Touch Of Scotland

PASSENGERS ABOARD A British cruise ship visiting Panama last March were amazed to hear the skirl of bagpipes being played on shore. They asked when a British regiment had been posted here.

The visitors learned that there was no British regiment in Panama and that the bagpipes belonged to members of the newly organized 1st Isthmian Highlanders. The pipers later played aboard the vessel for the benefit of the tourists.

The 1st Isthmian Highlanders formed their group just last November but are rapidly growing in both size and scope. Its members claim it to be the first pipe band on the Isthmus and the only band of its kind playing below the Rio Grande in this hemisphere.

Dressed in their colorful Scottish tartan kilts, the Highlanders are a delight to audiences at fairs and parades throughout the Isthmus. Both Latins and North Americans have come to know the Highlanders as an invigorating ingredient to most public functions at which the Canal Zone is represented.

The first pipe heard on the Isthmus was played by Sp/5 Robert Donald, U.S. Southern Command, Fort Amador, who learned to play the instrument in Oregon, a particularly pipe band-conscious State. While listening to a radio broadcast of a football game, Paul Clare, of Howard AFB, who had played in pipe bands in the United States, heard Donald performing and sought him out. Clare, of White Plains, N.Y., had a 5-year playing backround and played at the graveside during the funeral of President Kennedy.

A little later they were joined by Thomas White, a 6th grade teacher at Howard Air Force Base Elementary School. White had started to learn to play at the University of Oregon but had to give it up when he moved to the Canal Zone. He still had his pipe, however, and became the third member of the group.

In November the trio began posting signs to advertise for recruits; eight persons attended the pipers' first official meeting in January. Clare was named Pipe Major while White and Donald were appointed Pipe Sergeants.

They had planned to make their debut at the 1966 July 4th celebrations but pushed up their plans and participated in the annual carnival festivities last February. Their playing added to the fun during the counting of votes for the Canal Zone carnival queen, at her coronation, and in the gala carnival parade in Panama City.

The band grew in number and improved its quality of piping during the period immediately following Carnival. Its present strength of five dancers, seven pipers and three drummers continues to grow as new enthusiasts begin instructions and later purchase their uniforms.

Since first appearing in the carnival festivities, the Highlanders have appeared at the Canal Zone St. Patrick's Day Shamrock Ball and played at fairs in Chitre, Lidice, and La Chorrera, the latter three of which were supported by the Panama Canal organization.

Membership in the Highlanders includes a cross-section of professional people, technicians, military, students and other vocational groups. Most can trace at least part of their family trees to Scotland but this is not a prerequisite for membership.

Members of the 1st Isthmian Highlanders contend that learning to play the bagpipe is relatively easy and requires only between 1½ and 3 months. The bagpipes played by the Highlanders have one chanter or flutelike blowpipe with nine notes. Also, there are three drones, reeds that maintain constant tones. The airbag, usually made of any one of a number of hides and covered with wool, is held under the arm of the player who must keep a constant pressure on the sack.

The difficulty in playing is learning breath control and maintaining pressure on the bag so there is no relation between breathing and the sound level.

Music they play includes Scottish military marches, jigs, reels, strathsprey (Highland fling) and many pieces more than 200 years old, written specifically for the bagpipe. Jazz and other conventional music can be played on the bagpipe if it falls within the nine-note limitation.

The 1st Isthmian Highlanders, like any pipe band, have their own colorful and traditional uniforms. With the exception of dress white blouses, uniforms come from Scotland. The blouses are made in Panama. Pipers wear Glengarry caps, similar to overseas hats, and drummers, Balmoral tassle-type barrets with clan crests. Each has a sporran, a horsehair purse, on his waist. The most striking part of the uniform, of course, is the kilt, made of about eight yards of material and pleated in the rear. Each mem-

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Pipe Sergeant Bob Donald appears to be all business as he marches and plays his pipe in a parade in downtown Panama City.

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ber of the band has his own clan tartan. Sergeants also wear red sashes and every member has tartan hose to match the kilt, and red garters called flashes. A dirk, or dagger, is worn by the Pipe Major as part of his uniform.

Members of the group receive copies of trade journals for piping, one printed by the College of Piping. These Highlanders serve as a link with Panama's past. In the late 1600's a group of Scots made a vigorous but unsuccessful attemp to establish a permanent colony in Caledonia Bay, in Darién.

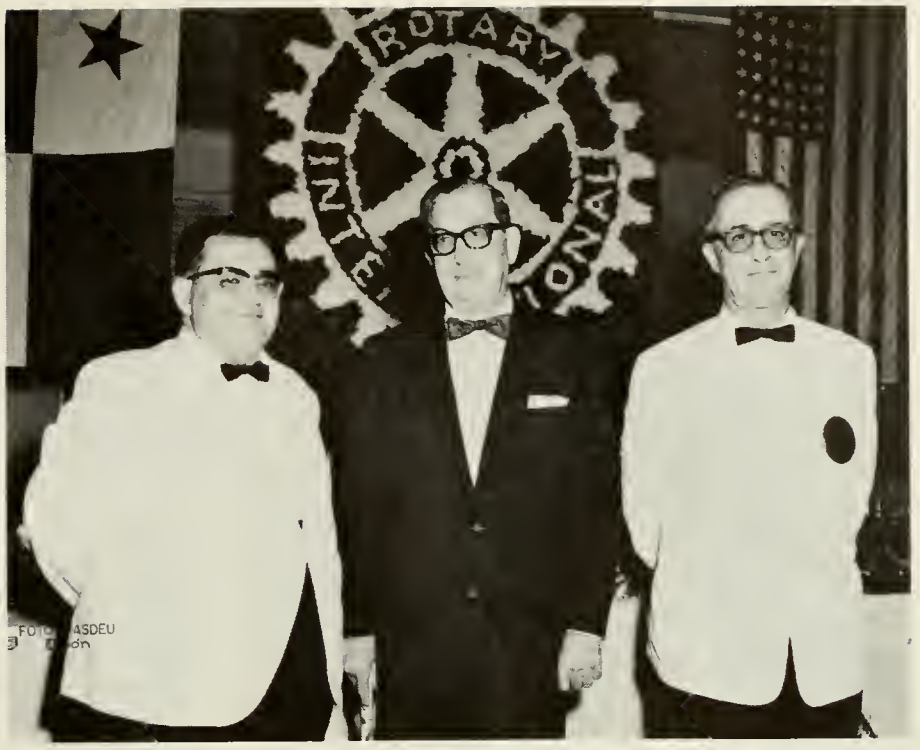
Contrary to what may be a popular belief, the Scots were not the originators but the perfectors of bagpipes, variations of which are played in Spain, Germany, France, India, the Netherlands, Russia, the Philippines, and many other lands. Styles of the bagpipes may vary but basically they are the same instrument, producing the only wind-blown music coming from a reservoir of air. Other wind instruments are blown directly.

Though the origin of bagpipes is obscured by history, it is surely one of the oldest traditional military instruments in use today. Records show they existed in 13th-century Europe and some contend they date back to the era of Nero, the Roman fiddler. The pipes have not changed much since the 1700's.

A lesson in the Highland Fling is given by Michael Pruitt (right), a dancer member of the 1st Isthmian Highlanders. Learning the steps are (left to right) Kathy Lavery and Mary Kincaid.

Here come the Highlanders as they parade down Central Avenue, Panama City, during the Carnival festivities earlier this year.

Atlantic Side Rotary Club Flies 2 Flags



Michel Simhon (center) and Robert Leigh (right), two of the senior members of the Cristobal-Colon Rotary Club, joined more than 25 years ago. At left is newly installed President José R. Van Beverhoudt.

TWO FLAGS—the flag of the United States of America and the flag of the Republic of Panama—fly over the Cristobal-Colon Rotary Club. "It's always been so," said one of the officials of the organization. The Cristobal-Colon Rotary Club, the only twin city Rotary Club in this part of the world, has been flying the flags of the two nations since its founding in 1920. Most of the 65 members speak both Spanish and English, and meetings are conducted in the two languages.

Nationalities, occupations and interests in this two-flag Rotary Club are diverse. There are members who have their own firms. Some head large corporations, steamship companies, banks, oil companies, or have other positions of responsibility in the Republic of Panama, the Canal Zone, and Central and South America.

Twenty-one of the present members reside in the Canal Zone and 44 in Colon. They were born in the United States, the Republic of Panama, the British Empire, Netherlands, France, Greece, Switzerland, Italy, Germany, Philippines, Uruguay, Spain, Austria, Cuba, Colombia, Dominican Republic, and Puerto Rico.

It was on a November day in 1920 that a number of prominent businessmen met in the office of Frank L. Scott and formulated plans for founding the Cristobal-Colon Rotary Club. The previous year the Panama City Rotary Club had been founded, with Harmodio Arias as president.

The founding members, who elected Frank L. Scott as first president, included Gerald D. Bliss, George Guerin, John Popham, Dr. Surse J. Taylor, Mose Hunt, Ben Hess, Judge Wade, Dr. Urwiler, Thomas McDonna, and John Gill.

The Club was not yet in its teens when it made headlines on May 10, 1933, that read: "Cristobal-Colon Rotary Club May Act To End Colombia-Peru Trouble." In an attempt to bring peace and accord to the hostile nations of Peru and Colombia, a suggestion was made by members that a letter be addressed to the Rotary Clubs of those countries. The letter would have proposed that the clubs, supporting the spirit of Rotary International, bring pressure to bear upon their respective governments, looking toward an intelligent understanding of the problems causing a state bordering upon actual warfare.

Rotary International is well-known for its interest in youth activities, for its charity work and for the important part it plays in civic activities, with thoughfulness of others regarded as the basis of service and helpfulness to others as its expression.

The Cristobal-Colon Rotary Club, in its varied areas of activity, sponsors softball and basketball leagues in Colon; its "21 Club" is one of the organization's major projects working with youth in the Cristobal-Colon communities; a substantial donation was made for an ambulance for the Bomberos, Colon's excellent firefighters; financial assistance is provided the Old Folks' Home in Puerto Pilón, Panamá; and contributions are made to many charitable organizations, to the American and Panamanian Red Cross and the Salvation Army. Rotarians and their wives, the Rotary Anns, give their time and knowledge to community activities and have worked with students attending the vocational guidance courses at the high schools.

The membership turnover is about 10 percent yearly, due principally to transfers from the Isthmus. Unlike other clubs, this one never expects to attain a 100-percent attendance record as the members travel extensively on business and on vacations, and either may take them half-way around the world.

The atmosphere of the club is cosmopolitan, accentuated by visitors from all parts of the globe.

Rotary, a member pointed out, creates worldwide fellowship. Differences in race, creed or nationality are wiped out in a deluge of common interests. The firm handclasp and warm informal greeting speaks in inaudible eloquence: "You don't pray or talk the way I do, but you're a fellow human being, and I like you."

The history of Rotary International, now with 12,000 clubs in 132 countries and geographical regions, goes back to 1905 when Paul P. Harris, a lawyer, founded a club of a small group of business and professional men in Chicago, Ill. They decided to discuss projects over the dinner table, first at one home, then another. This simplified giving a name to the organization, for since they would rotate from house to house they decided to call it "Rotary Club." When the membership grew too large, the custom was started of meeting once a week around a luncheon table.

In 1910 there were 16 clubs whose representatives met in Chicago for

(See p. 16)

In the Good Old Summertime

Diane Berger, recreation assistant in the summer recreation program at Los Rios Elementary School, is shown at the far end of the table with part of the handicrafts class busily engrossed in painting clay models they have made. The class met afternoons, Monday through Friday.

Six to nine year-olds at the Balboa Elementary School gym are doing jumping jacks, a limbering up exercise before they perform the more strenuous gymnastics of tumbling.

THE CAREFREE DAYS of summer vacation are the happiest for youngsters if they have plenty of entertaining things to do.

Hundreds of Canal Zone children are finding enjoyment in the summer recreation program prepared for them by the Canal Zone U.S. Schools Division. The program which began in June and continues into August supplies a myriad of activities guaranteed to bring not only pleasure and amusement to the young ones but also a good measure of body-building exercise.

Gymnasiums and play shelters in all the Zone communities are bustling with activities ranging from organized games for the sandbox set to weight training for the big fellows. More than a thousand children from 5 to 18 are enjoying the sports that include archery, tumbling, kickball, battleball, basketball, ping-pong, badminton, newcomb, volleyball, and gymnastics.

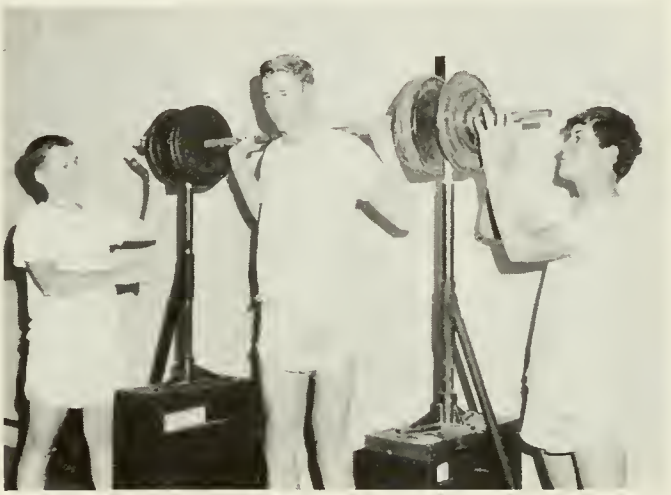
Another thousand or so are splashing in the pools at Balboa, Curundu, Margarita, Coco Solo, and Gatun where swimming classes are offered for all ages from pre-schoolers. Classes in junior and senior lifesaving are also given.

For the little ones who prefer diversions in the creative vein, the summer recreation program offers projects in handicrafts. Some of the more popular are ceramics, egg-shell picture making, free form clay modeling, crushed rock picture making, mobile construction, painting, and making costume jewelry from paper.

With a steady hand and well-elevated elbow this modern female Robin Hood sights her target and draws her bow in the Tri-Archery Meet held at Gamboa. Archers from Balboa, Diablo, and Gamboa participated in the archery shoot sponsored by the Summer Recreation Program.

The intermediate and swimmer class dives in at the Coco Solo pool. More than 1,000 persons are taking advantage of the swimming classes offered by the Summer Recreation Program at pools on both sides of the Isthmus.

If you're hit you're out! Boys and girls enjoy battleball, a popular hall game with pint-sized performers at Diablo gym. The program also offers basketball, volleyball, baseball, touch football, handball and tennis.



Richard Wainio, center, does a toe-raise in the advanced weight training class at the Balboa High School while spotters Tom Bartlett, left, and Raymond Letourneau, right, stand by as a safety precaution.

The shooting of arrows with a bow, undoubtedly one of the oldest sports in existence, plays an important part in the Summer Recreation Program of the Canal Zone schools. Target archery is being practiced here by students in the field behind the Margarita gym.

Deeper Channel Adds to Bustle At the Port of Corpus Christi

THE PORT OF Corpus Christi is an on-the-move installation keeping pace with the rapidly expanding city which has grown from a town of 15,000 to a metropolis of 180,000 in just 35 years.

Last year the port handled a total of 7,997,334 net tons of dry cargo, more than in any previous year and the combined total commerce of the port was 28,541,969 net tons for another record high. Much of the growth can be traced to the vast number of services available to shippers doing business here.

Its deep water port, the deepest on the gulf coast, can accommodate the largest ships operating in the Gulf of Mexico and it recently completed the dredging to 40-foot depth in the ship channel and harbor.

Two-way ship traffic is maintained round the clock on the 400-foot-wide ship channel leading to the Gulf of Mexico. The Nation's 10th ranking seaport in the volume of cargo tonnage, Corpus Christi is a major petroleum shipping port; a total of 131,420,036 barrels of crude and refined products moved through the port last year.

Within 150 miles of Corpus Christi there are some 17,500 producing oil wells with a daily allowable of about 675,000 barrels. A large variety of petro-chemicals are produced in nearby plants. As for dry cargo imports, Corpus Christi leads other Texas gulf ports in volume, which in 1965 was 5 million net tons, mostly bulks ores and metal concentrates. It is a leading grain exporting seaport, using two large shipside grain elevators, and an important cotton shipping center, averaging about 400,000 bales of cotton and linters exported annually.

Modern facilities and plenty of them are a major selling point of boosters of the port. They point to the fact that the port has 10 covered warehouses with 506,000 square feet of storage space, all sprinklered, commodious open docks, cargo handling equipment, shipside tracks and locomotive power for rail car shunting. The port's main basin, more than a mile long and 1,000 feet wide, is backed up by four other basins in the main harbor to handle specialized shipping needs.

In addition, there are 157 dry cargo carriers, 68 canal barge operators offering service, and 5,983 lineal feet of wharf frontage in the main basin. Steamship lines offering services to every continent operate full-time agencies at Corpus Christi.

Cargo handling equipment available for rental are four 30-ton diesel locomotive cranes, two 25-ton steam locomotive cranes and one 30-ton diesel crawler crane owned by the Navigation District.

The District also maintains 10 oil docks, five of which are situated in the main basin, and others planned. Six privately owned oil docks operate at the port. Private terminal storage facilities adjacent to the various basins and the connecting canal can store some 25 million barrels of oil or other liquid products.

The city and port are served by three railroads and overland freight service is provided by numerous large common carrier motor freight lines.

Vast storage facilities for petroleum and other liquid products stand out in this aerial view of the port of Corpus Christi. There are some 17,500 producing oil wells within 150 miles of Corpus Christi where huge quantities of dry cargo also are handled and stored.

SHIPPING

New Hull Design

A NEW CANAL customer with a distinctive hull design made her maiden voyage from the Far East to the U.S. east coast recently. She is the SS *Oriental Queen*, newest member of the C. Y. Tung Island Navigation Corporation Group of Hong Kong and built at the Uraga Heavy Industries shipyard on Tokyo Bay, Japan.

Operated by the Orient Overseas Line, an affiliate of the Tung Group, the ship is in service between Malaysian and other far eastern ports and the Pacific and Atlantic coasts of the United States. She flies the Liberian flag.

The vessel's design was described in a recent article in the "Shipping World and Shipbuilder" as revolutionary. A combination of Japanese and Chinese shipbuilding skills, the ship is a joint product of Masao Ishii of the Uraga Heavy Industries yard and Prof. Hajime Maruo of Yokohama University who used the original concept developed by Dr. Pao-Chi Pien, an eminent Chinese naval architect engaged for a number of years in research on hull design problems in Washington, D.C.

The distinctive bulbous bow is designed to produce higher speed with the same power or the same speed with less power by reducing hull wave resistance. Although the *Oriental Queen* is one of the first ships to be built on this design, the concept is being used now by other shipbuilders.

Wilford and McKay act as agents for this line at the Canal.

New Grace Vessel

THE SS *SANTA LUCIA*, the first of Grace Line's new class of cargo passenger vessels, is now passing on a regular schedule through the Canal after making her maiden voyage in May from Port Newark, N.J., on her first commercial trip to ports along the west coast of South America.

She is one of six sister ships destined for service on this trade route. The 21-knot vessel is able to make the round trip to Chile and back to New Jersey in from 40 to 46 days. She has a cargo capacity of 13,702 tons in addition to being equipped to handle 158 containers measuring 20 by 8 by 8 feet. Her cargo handling gear includes 10-ton booms for each of her seven hatches, two 30-ton booms for hatches 3 and 4 and a heavy lift 80-ton boom to serve hatches 4 and 5.

PANAMA CANAL TRAFFIC
STATISTICS FOR FOURTH QUARTER
FISCAL YEAR 1966

TRANSITS (Oceangoing Vessels)

	1966	1965
Commercial	3,043	3,005
U.S. Government	140	84
Free	22	22
Total	3,205	3,111

TOLLS*

Commercial	$17,820,439	$17,008,938
U.S. Government	800,695	519,820
Total	$18,621,134	$17,528,758

CARGO**

Commercial	20,766,097	20,099,970
U.S. Government	888,829	642,622
Free	122,315	73,598
Total	21,777,241	20,816,190

* Includes tolls on all vessels, oceangoing and small.

**Cargo figures are in long tons.

Designed by Gibbs and Cox and built by the Sun Shipbuilding and Dry Dock Company of Chester, Pa., the *Santa Lucia* is equipped with a bow thruster to aid in maneuvering in restricted channels or confined ports. There are fully air conditioned passenger accomodations for 12 passengers.

New Cruise Ship

THE *FEDERICO C.*, an Italian cruise ship owned by the Costa Line and operated this cruise season in the Caribbean by the Atlantic Cruise Line Inc. from Miami, will make five calls at Cristobal during the 1966-67 cruise season, it has been announced by C. B. Fenton, local agents for the line.

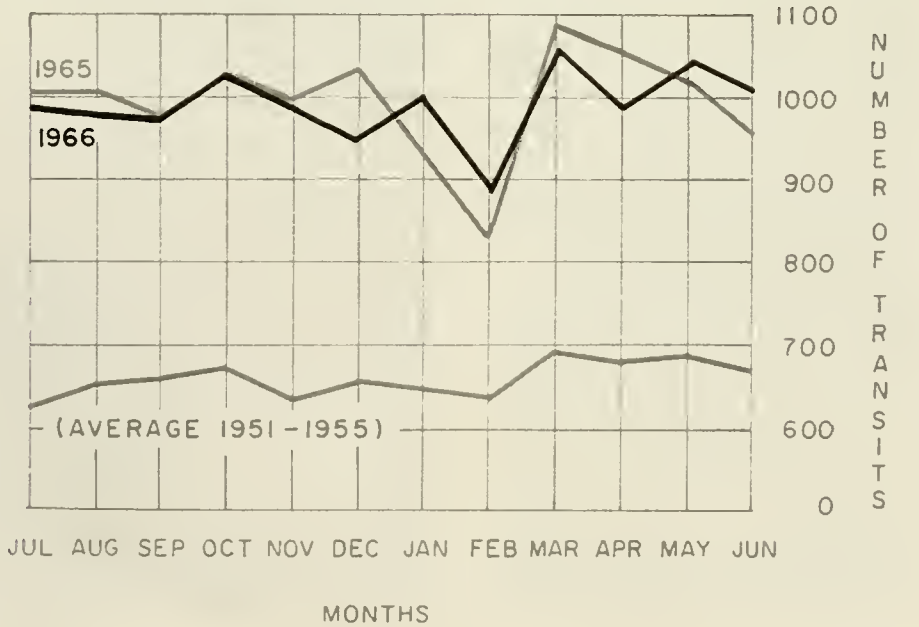
This will be the first time that this luxury liner has included the Isthmus in its cruise itinerary. Formerly the Italian built liner operated on the Argentina to Mediterranean run.

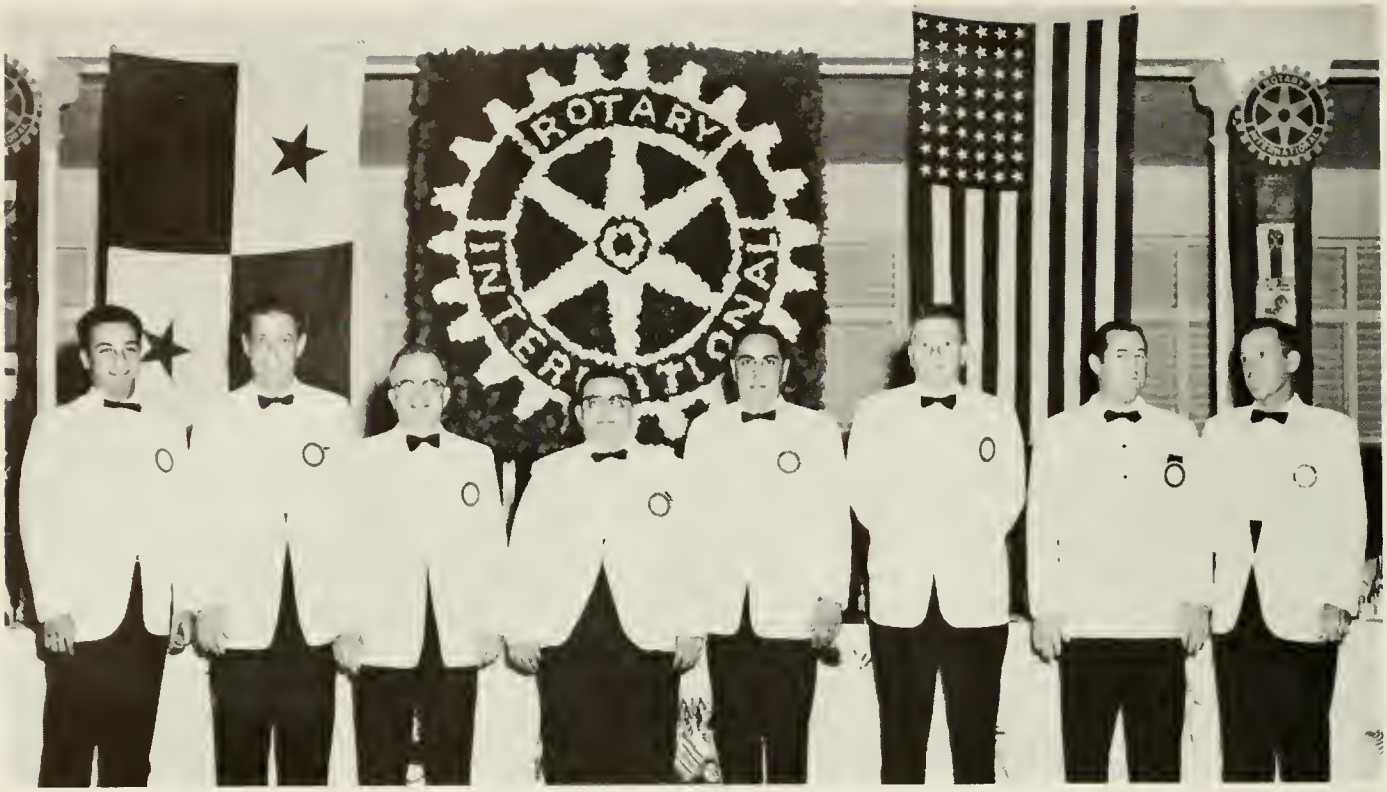
The 20,000-ton ship is completely air conditioned, is equipped with Denny Brown stabilizers, and has a cruising speed of 21 knots. For the further comfort of the passengers, she has four outdoor swimming pools, broad sun and play decks, a cinema theater, closed circuit TV, ship-to-shore telephone, beauty parlors, barber shops, and gift shops.

The first cruise of the winter season will bring the ship to Cristobal, December 29. Other stops here are scheduled for February 6, February 21, March 20, and April 3.

Russian Cruise Ship

THE POSSIBILITY that the new Russian cruise liner *Aleksandr Pushkin* would visit Cristobal during the coming winter cruise season was announced recently by C. B. Fenton, who are to act as agents for the ship at the Canal. According to present plans, the Soviet vessel would make a visit here in January as part of a Caribbean cruise out of European ports. She will be operated by Alfred Wecera, of Munich, and can accommodate 300 to 400 passengers.





New Board of Cristobal-Colon Rotary Club, from left: Abdiel E. Ibáñez, manager, Esso, in Colon; David C. McIlhenny, vice-president, Administrative Officer, Coco Solo Hospital; Norman E. Demers, secretary, Assistant Director, Panama Canal Transportation and Terminals Bureau; José R. Van Beverhoudt, president, subscription services, Colon; Harold Salas, secretary, Spanish, cigarette distributor, Colon; Peter E. Alderson, treasurer, agent for Panama Agencies; Ramón B. Mouynés, air conditioning firm; and Alfred A. Nordstrom, who is with the auto industry.

Twin Flag Rotarians

(Continued from p. 11)

the first Rotary convention. Shortly after, clubs were organized in Canada, England, and Ireland.

Rotary grew into a world fellowship of business and professional men who accepted the "Ideal of Service" and have as their mottoes "Service Above Self" and "He Profits Most Who Serves Best."

The Cristobal-Colon Rotary Club installed its 1966 officers at the 46th annual reception and noted that in this period it has had 44 presidents. The late Dr. Harry Eno served two terms, 1928-29 and 1944-45, while the record to date was set by the late W. A. Pond, Jr., who was elected president in 1935-36, and headed the organization in 1940-41 and again in 1941-42.

The third, and youngest Rotary Club in the Republic of Panama is in David, and was founded 34 years ago.

Captain With a Destiny

IN 1852, THE Fourth Infantry Regiment of the U.S. Army received orders to march toward its new headquarters in California via the Isthmus of Panama route.

The troops embarked at the port of New York and arrived on the Caribbean coast of Panama July 16, during the rainy season.

The regiment began to cross the Isthmus in cars of the newly-started transcontinental railroad and went all the way to Barbacoas, where the railroad ended. Then, in barges and native cayucos they arrived at Gorgona, which at that time was a flourishing community but now is covered by the water of Gatun Lake. Gorgona was located near the present town of Gamboa.

When a cholera epidemic that decimated the Isthmus population spread to the Fourth Infantry Regiment infecting many soldiers, a camp hospital was set up at Gorgona.

It became the responsibility of a young supply captain to take the troops across the jungles of the Isthmus to the Pacific coast and then on to California. The journey from the town of Cruces, on the banks of the Chagres River where the road of the same name began, had to be made on foot because the mule owners preferred to rent their animals to civilians who paid higher prices than the U.S. Army.

Finally, Gorgona Hospital closed. The members of the captain's regiment who were still on the Isthmus traveled to the Pacific coast and embarked by ship for their final destination, California.

History preserves the name of that young officer: Capt. Ulysses S. Grant, who later became the 18th President of the United States of America.

El Valle—Eden-Like, Unspoiled

Hurrying to market. El Valle farmer urges his horse along so he can get to market in plenty of time to sell his produce.

NESTLED DEEP IN the mountains of Cocle Province, some 76 miles west of Panama City, lies a lovely Eden-like valley where the natives still cherish their legends and are swayed by the enchantment of superstition.

Found here are strange trees with square trunks and the rare golden colored frogs, much sought after by universities and scientific institutes.

According to archaelogists, this beautiful valley was the hunting ground and haven of Indians in pre-Columbian times. Mysterious inscriptions, which to this day have not been deciphered, are found on huge boulders throughout the area, remaining muted testimony of the early inhabitants. Thermal springs, unseen by most visitors to the valley, produce waters of near boiling temperatures.

El Valle de Antón, approximately 4 miles long and 3½ miles wide, is completely surrounded by mountains, leading some to believe this valley might have been the crater of a large volcano.

Both Panamanians and Americans have built homes here. Lovely flower gardens and swimming pools complement the residences which range from modest weekend retreats to luxurious country estates. It is not uncommon for El Valle to become the summer capital for a long weekend. The President of the Republic and his entire cabinet, plus other government officials, go there to enjoy a respite from the heat of the capital during the dry season.

From the main road of the town and facing northwest, one can see a silhouetted mountain known as La India Dormida, the Sleeping Princess, which has inspired one of the most beautiful legends of Panama.

Flor de Aire, as the Indian princess was called, was the daughter of Urraca, the most fierce of chieftains who fought against the Spanish conquistadores on the Isthmus. Flor de Aire fell in love with one of the handsome conquistadores who was trying to conquer her people and because of this impossible dilemma, rejected the love of Yaravi, the bravest warrior of her tribe.

In his despair, Yaravi leaped to his death from the top of the mountain before the eyes of the horrified maiden. Flor de Aire, not wanting to betray her tribe, never saw the Spaniard again. She wandered aimlessly through the mountains and valleys crying her misfortune until she died on the beach, looking toward the beloved mountains where she was born. The mountains, to perpetuate this sad love story, copied her image. The legend was embellished by the great Panamanian author, Julio B. Sosa.

The "Cholos," as the inhabitants of the mountains surrounding El Valle de Antón are called, are descendents of the

(See p. 18)

A mountain dweller displays baskets he has made and eggs wrapped in corn husks—the El Valle fashion of egg packing.

A panoramic view of El Valle de Antón, an Eden-like valley where there are square trees, golden frogs and the natives cherish legends.

Indian warriors or hunters of long ago may have made these inscriptions on large boulders found in El Valle de Antón. They remain undeciphered.

(Continued from p. 17)

Indians who escaped enslavement and sought, in the mountains, the freedom they no longer could enjoy in the flatlands. Today, they are Christians, and most of them can read and write, thanks to the efforts of the government in providing schools for them.

Despite mixing with other races, the Cholos still maintain the characteristics of their race. They are of average height, robust of build, with angular faces, well-formed noses, expressive eyes and thick, black, straight hair.

They are shy and submissive as a result of their first encounter with the white man. On Sundays they come down the mountains to sell their products at the market and to attend mass at the church a few steps from the marketplace.

In 1928, Panamanians who had discoverd the peace and beauty of the hidden paradise in the Cocle mountains built a road making the valley accessible to the outside world. Road builders followed the natural contours of the mountainside and courses of rivers and streams. There are no bridges on the 18 miles of winding blacktop road going from sea level up to 3,000 feet where the valley is found. Twisting through the mountains, the drive offers breathtaking scenery not easily forgotten.

The rich soil rewards the efforts of the farmers with abundant yields. Sugar cane, yucca, yams, tomatoes, oranges, lemons and many other products may be found at the open market on Sunday mornings.

When the land cannot be worked because of heavy rains, the mountain dwellers weave baskets of varied colors and shapes. Or, they may carve wooden articles, such as "bateas" (wooden trays) and stools with primitive Indian designs. These they sell to tourists and churchgoers who stroll to the market after mass. They also make molds of brown sugar called "panela" which is used by people in the interior of Panama.

On the El Valle River's course, which meanders through dense forests west of town, there is a picturesque waterfall known as the Maiden's Waterfall. This is a favorite picknicking place for visitors from the capital. Natives from the mountains say with all sincerity:

"There, on a clear day when the sun comes up, Flor de Aire comes down from the mountain peaks to the edge of the river . . . there, with other Indian maidens, she tells the crystal waters of her eternal grief. One can hear her mournful weeping as she tells her tale of woe. Remembering her two lovers, she weeps sorrowfully before returning to her sleeping position high up on the mountain that bears her name."

A lovely summer home in El Valle de Antón. Many residents of the capital spend their weekends and summer vacations in this cool valley 3,000 feet above sea level.

El Chorro de las Mozas, Maiden Falls, one of the beautiful attractions found in El Valle de Antón.

ANNIVERSARIES

(On the basis of total Federal Service)

SUPPLY AND COMMUNITY SERVICE BUREAU

Charles E. Gerald
Clerk

MARINE BUREAU

Archon Archbold
Leader Seaman

TRANSPORTATION AND TERMINALS BUREAU

Joseph A. Williams
Cargo Checker

HEALTH BUREAU

Nathaniel E. Cole
Nursing Assistant

40

OFFICE OF THE GOVERNOR-PRESIDENT

David J. Markun
General Counsel

SUPPLY AND COMMUNITY SERVICE BUREAU

Alpheus A. Shan
Laborer (Cleaner)

Estle H. Davison
Leader Engineman (Hoisting and Portable)

Robert A. DuVall
Supervisory General Supply Assistant

Vernon F. Farley
Meat Cutter

P. W. McBarnette
Supervisory Clerk

Herman N. Watson
Clerk

Claude A. Weeks
Sales Clerk

Egbert W. Best
Lead Foreman (Grounds)

Hilton Goodridge
Lead Foreman Laborer (Cleaner)

30

MARINE BUREAU

Reyes Escalona
Motor Launch Captain

Alton J. Hayward
Machinist (Maintenance)

Rufus C. O'Neal
Supervisory Marine Traffic Controller

Harold E. Reid
Launch Operator

Alman J. Jones
Line Handler (Deckhand)

Roy L. Rinehart
Rigger

Paul Badonsky
Supervisory General Engineer

Eulus C. Clemons
Lock Operator (Iron Worker-Welder)

Osborne R. Flemmings
Supply Clerk

Irving Spector
Master, Towboat

ENGINEERING AND CONSTRUCTION BUREAU

Frank D. Lashley
Telephone Operator

McKenzie T. O'Neil
Seaman

Carol E. Sánchez
Clerk (Water Meter)

Gordon A. Updyke
Shift Foreman (Operations-Mechanical)

Nick M. Elich
General Foreman (Quarry Operations)

Leonard S. Grant
Painter

Carl E. Hall
General Foreman (Public Works)

Frank Borsellino
Guard

Ruth E. Clement
Accounts Maintenance Clerk

Philip N. Malcolm
Painter (Sign)

TRANSPORTATION AND TERMINALS BUREAU

Robert C. Daniel
Yardmaster

Irl R. Sanders, Jr.
General Foreman (Dock Maintenance)

Lorenzo Garay
Lead Foreman (Dock Stevedoring)

Fred H. Lee
Window Clerk

Robert L. Ridge
Lead Foreman (Fuel Operations)

Eladio Severiano
Stevedore

CIVIL AFFAIRS BUREAU

Robert W. Blades
Police Private

HEALTH BUREAU

Fred A. Dube
Orthotist (Braces)

Roy J. Raveneau
Clerk

C. C. Brathwaite
File Clerk

The Kungsholm, sleek new liner under Swedish registry, largest passenger vessel in Scandinavia, will make an inaugural cruise around South America in the late fall. She is scheduled to transit the Panama Canal in October.

CANAL HISTORY

50 Years Ago

THERE WERE 137 transits by ocean-going ships during May 1916, the first month following the re-opening of the Panama Canal which had been closed for several months by slide damage in Gaillard Cut. This figure was higher than during any one of the Canal's first 7 months of operation.

In late May, the "Panama Canal Record" noted that a new ice plant at Balboa was undergoing a 2-week test before being placed into regular service. The bulk of ice production was to be transferred to Balboa from the Cristobal plant, which had been working above capacity for months. The new iceplant was rated to have a capacity of 100 tons in 24 hours.

Scheduled as the site of the July 4th swimming and diving contest, the new Balboa Swimming Pool was completed in late June. It contained salt water, which was supplied in connection with the condensing system of the new refrigeration plant at Balboa. The water was originally pumped from an intake 20 feet below low tide level at the head of the slip between Pier 18 and the quay wall in the inner harbor.

First use of the new 1,000-foot drydock at Balboa was made in June with the docking of the ladder dredge *Corozal* on the 27th. The vessel was brought at high tide through the gap in the earth cofferdam which had protected the drydock and its approach basin during construction. Pumping out of the drydock began June 28. The new dock was to be able to accommodate any ship then afloat when removal of the cofferdam across its entrance was completed.

25 Years Ago

WITH CONSTRUCTION work underway on the Panama Canal third locks project, designs and specifications were approved in early May 1941 for buildings at the new third locks town on the west bank. Construction of a large Supply Department building and a gasoline filling station was planned for Cocoli at a cost of $45,000.

In an important development in the progress of commercial aviation on the Isthmus, a commercial air terminal was under construction at Albrook Field, to be open for service July 1. It was to be the most elaborate, if not the largest terminal for handling commercial air traffic in Central and South America. Plans called for the expenditure of $2 million.

Evidences of the war were plain in the summer of 1941; in early May, the U.S. Army freight transport *Liberty* arrived in the Canal Zone with two guns mounted. Similar to action taken by the U.S. Coast Guard in all U.S. harbors after the fall of France, the French-flag freighters *Indiana* and *Nemours*, which had been in Zone waters since the middle of summer 1940, were taken into protective custody by the U.S. Government. Army-Navy guards from the Canal Zone were placed on board on orders from Washington, D.C.

In the first week of July, a sudden tightening of rules and regulations for protection of the Panama Canal was put into operation by the Canal Zone military authorities. Cristobal harbor was closed to shipping from dusk to dawn, and many small boaters and fishermen were taken into custody on the Pacific side for having trespassed in restricted waters.

10 Years Ago

IN LATE MAY 1956, Maj. Gen. William E. Potter became the 12th Governor of the Canal Zone and the 3d President of the Panama Canal organization, succeeding Maj. Gen. John S. Seybold. Governor Potter arrived with his wife and two daughters on June 20 to begin his residence in the Canal Zone.

In July, Canal Zone residents witnessed a spectacular gathering of Presidents of the American republics, including U.S. President Dwight D. Eisenhower, at a meeting of the Organization of American States to commemorate the 130th anniversary of the First Congress of American Republics called by Simón Bolívar, the great South American liberator. A majority of the Presidents of the 21 republics attended the meeting at the invitation of President Ricardo Arias E., of Panama. President Eisenhower was the fourth President of the United States to visit the Isthmus while in office. He and Mrs. Eisenhower were former Isthmians, having lived from January 1922 until September 1924 at Camp Gaillard on the west side of the Canal. Eisenhower's visit in 1956 was the first in 16 years by a President of the United States.

Operations of the Panama Canal were the subject of long discussions between incoming and outgoing Marine Directors of the Canal organization in the month of June. Capt. Frank A. Munroe, Jr., was succeeded by Capt. Warner Scott Rodimon, who came to the Isthmus from command of Destroyer Squadron 8 of the U.S. Atlantic Fleet.

One Year Ago

NAMED TO SUCCEED Col. David S. Parker as Lieutenant Governor of the Canal Zone, Col. Harold R. Parfitt came to the Isthmus with his wife and two daughters in May 1965.

Due to the critical housing situation, a nine-story apartment building near the Panama Hilton Hotel was made available by the Canal organization for rental to its employees in June.

Closed off by massive slides. Gaillard Cut slides delayed the original Canal project and later closed the Canal to traffic five times, the greatest being the East and West Culebra slides. In 1915, when this photo was taken, the channel was completely blocked by earth masses from either side. Mud and rock debris was piled 65 feet high above the water level across the waterway and 7 months were required to clear it for the resumption of traffic.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

(All cargo figures in long tons)

Pacific to Atlantic

Commodity	Fourth quarter, fiscal year—		
	1966	1965	5-Yr. Avg. 1951-55
Ores, various	1,721,905	1,875,715	999,938
Lumber	1,265,269	1,310,946	1,014,773
Petroleum and products (excludes asphalt)	210,833	226,027	229,177
Wheat	154,533	271,034	437,251
Sugar	565,499	520,633	351,696
Canned food products	149,293	178,569	269,073
Nitrate of soda	197,320	208,739	319,896
Fishmeal	335,453	418,016	----------
Bananas	339,168	337,329	200,684
Metals, various	306,739	316,429	191,913
Food products in refrigeration (except fresh fruit)	263,053	248,233	142,423
Fresh and dried fruits	149,160	117,459	95,284
Corn	140,455	70,306	----------
Iron and steel manufactures	992,518	758,710	59,091
Pulpwood	157,982	143,112	56,464
All others	1,908,994	1,703,154	755,977
Total	8,858,174	8,704,411	5,123,640

Atlantic to Pacific

Commodity	Fourth quarter, fiscal year—		
	1966	1965	5-Yr. Avg. 1951-55
Petroleum and products (excludes asphalt)	3,970,186	3,414,744	1,075,363
Coal and coke	1,669,584	1,928,300	703,397
Phosphates	804,044	899,486	180,384
Soybeans	461,513	433,453	119,263
Iron and steel manufactures	477,852	421,324	461,804
Corn	694,977	569,868	25,146
Bauxite	268,459	207,051	38,838
Metal (scrap)	427,549	427,028	12,985
Machinery	110,007	126,776	66,780
Chemicals, unclassified	230,397	189,439	51,553
Wheat	180,746	151,245	35,034
Sugar	208,058	179,970	190,966
Sulphur	154,414	164,006	106,086
Paper and paper products	138,145	150,963	107,964
Automobiles and accessories	116,982	104,620	75,503
All others	1,989,493	2,022,947	1,141,519
Total	11,902,406	11,391,220	4,392,585

CANAL TRANSITS — COMMERCIAL AND U.S. GOVERNMENT

	Fourth quarter, fiscal year—				
	1966			1965	Avg. No. Transits 1951-55
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Oceangoing	1,512	1,531	3,043	3,006	1,835
Small °	87	83	170	135	381
Total commercial	1,599	1,614	3,213	3,141	2,216
U.S. Government vessels: °°					
Oceangoing	101	39	140	84	166
Small °	15	18	33	33	75
Total, commercial and U.S. Government	1,715	1,671	3,386	3,258	2,457

° Vessels under 300 net tons or 500 displacement tons.

°° Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

Ship Sizes Get Bigger Every Year

ALL PANAMA Canal records including traffic were broken during the four quarters of fiscal year 1966 which ended June 30, according to official records compiled at Balboa Heights.

While the amount of cargo carried through the Canal, the size of the ships making the transit from ocean to ocean and the tolls paid to the Panama Canal during that period all reached new highs in Canal history, commercial traffic during the year surpassed the total of fiscal year 1965 by only 92 ships.

The continuing increase in the size of the ships using the Canal was of more concern to Canal authorities this past year than any increase in the amount of traffic. Big customers such as the *San Juan Prospector* and the *San Juan Pioneer*, giants of 835 feet in length and 106 feet beam were among the largest cargo vessels ever to use the Canal.

Both have possible summer fresh water drafts of 44 feet 9 inches but neither are able to load to their maximum since the maximum draft allowed by the Panama Canal has, up to now, never surpassed 39 feet 6 inches for certain ships and only during the time when the level of Gatun Lake is highest.

But the size of all cargo ships is increasing and, at present, Canal authorities are aware that there are at least 250 commercial ships afloat and 87 more under construction which can never pass through the narrow Panama Canal locks.

The trend toward larger and larger merchant carriers has been noted by many shipping sources and a recent survey made by the U.S. Department of Commerce revealed that merchant-type ships of 100,000 deadweight tons or more totaled 61 including 16 ships presently in operation and 45 that are either under construction or on order in various shipyards of the world.

Naval architects have envisioned ships of 500,000 deadweight tons. These big fellows make "also-rans" out of the *San Juan Prospector* and the *San Juan Pioneer*, whose summer deadweight is given at 71,308 long tons.

Most of these big ships are tankers which now have trouble finding harbors deep enough to enter let alone transit the present lock-type Panama Canal. Nevertheless the trend is of interest in shipping circles where it is felt that the big bulk carrier may mark a change in merchant ship design for all maritime nations and is as important as the recent trend toward construction of the trailer or container type ships for the intercoastal transatlantic trade.

Although Japan leads in the production of these large ships, the survey shows that there are several countries that have either built or are engaged in their construction. Great Britain recently delivered the *British Admiral*, her first 100,000 tonner, and several more are on order or under construction in Denmark, France, West Germany, the Netherlands and Sweden.

The biggest ship built in U.S. shipyards so far is the tanker *Manhattan* which has a draft of 50 feet and a deadweight tonnage of 108,400 tons. Two other tankers, the *Lake Palourde* and the *Torrey Canyon* were built in the United States as 65,000 tonners and later were brought through the Canal to be jumboized with their deadweight capacity increased to more than 117,000 tons.

The construction of huge tankers too large to transit the Panama Canal may not affect the movement of oil through the waterway at present since most oil companies probably will keep smaller ships on the intercoastal run as long as the operation is economically feasible. But their size may increase in the future to the maximum that is allowed by the Canal.

Another move that might affect Canal traffic slightly is the recent agreement by 60 of the world's maritime nations to raise the Plimsoll marks on ships by 10 to 20 percent on bulk carriers and about 10 percent on drycargo vessels fitted with watertight hatch covers.

The Plimsoll lines indicate the maximum legal depth to which merchant ships can be loaded for safest operation in various seasons, on fresh and salt water, when engaged in international trade. Raising of the marks will permit ships to carry more cargo and load deeper than before and subsequently have deeper drafts.

With the present limitation on Panama Canal draft, it is possible that an operator of a supership would find it more profitable to load to the maximum draft and take the ship on a longer voyage through the Strait of Magellan to its destination thus avoiding the Canal.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY OF VESSELS

Nationality	Fourth quarter, fiscal year— 1966 Number of transits	1966 Tons of cargo	1965 Number of transits	1965 Tons of cargo	1951-55 Average number transits	1951-55 Average tons of cargo
Belgian	14	53,187	18	34,156	1	5,129
British	315	2,305,229	316	2,166,896	299	1,812,242
Chilean	25	188,424	29	203,877	16	88,080
Chinese (Nat.)	30	246,148	38	306,008	9	72,660
Colombian	54	88,644	58	115,115	38	43,967
Danish	93	500,612	85	630,823	65	245,718
Ecuadorean	10	18,039	6	10,836	35	22,014
Finnish	19	76,151	11	52,203	1	4,880
French	80	245,609	60	196,557	31	134,662
German	305	953,628	282	894,227	57	146,661
Greek	129	1,241,700	147	1,466,141	28	249,194
Honduran	44	19,736	58	28,219	114	130,927
Israeli	25	167,164	19	123,430	------	----------
Italian	52	320,727	56	364,862	36	197,097
Japanese	220	1,829,099	208	1,362,699	70	497,278
Liberian	324	4,163,622	293	3,372,101	51	333,268
Mexican	11	5,382	13	43,166	------	----------
Netherlands	133	596,907	163	817,551	31	160,545
Nicaraguan	18	28,354	18	30,402	24	24,894
Norwegian	377	3,485,750	360	3,560,898	206	916,735
Panamanian	120	530,415	136	559,814	108	596,566
Peruvian	27	128,330	42	233,186	5	10,626
Philippine	23	81,800	22	124,091	5	37,985
South Korean	10	47,010	1	----------	------	----------
Swedish	88	555,987	86	598,269	50	196,815
Swiss	20	13,218	22	18,634	1	10,493
United States	437	2,544,905	417	2,457,293	546	3,536,809
All Others	40	324,803	42	324,177	8	65,599
Total	3,043	20,760,580	3,006	20,095,631	1,835	9,540,844

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over

(Fiscal years)

Month	Transits 1966	Transits 1965	Transits Avg. No. Transits 1951-55	Gross tolls* (In thousands of dollars) 1966	Gross tolls* 1965	Gross tolls* Average Tolls 1951-55
July	993	1,004	557	5,604	5,313	2,432
August	983	1,004	554	5,488	5,497	2,403
September	977	970	570	5,456	5,339	2,431
October	1,034	1,018	607	6,069	5,484	2,559
November	990	988	568	5,878	5,435	2,361
December	949	1,021	599	5,614	5,641	2,545
January	1,001	921	580	5,903	4,982	2,444
February	896	819	559	5,239	4,523	2,349
March	1,060	1,084	632	6,044	6,231	2,657
April	989	1,052	608	5,887	5,888	2,588
May	1,043	1,010	629	5,935	5,732	2,672
June	1,011	943	599	5,983	5,377	2,528
Totals for fiscal year	11,926	11,834	7,062	69,100	65,442	29,969

* Before deduction of any operating expenses.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the number of transits of large, commercial vessels (300 net tons or over) segregated into 8 main trade routes:

Trade routes	Fourth quarter, fiscal year— 1966	1965	Avg. No. Transits 1951-55
United States Intercoastal	132	119	170
East coast of United States and South America	466	510	458
East coast of United States and Central America	135	144	123
East coast of United States and Far East	628	592	271
United States/Canada east coast and Australasia	98	101	52
Europe and west coast of United States/Canada	257	256	182
Europe and South America	374	358	124
Europe and Australasia	108	117	83
All other routes	845	809	372
Total traffic	3,043	3,006	1,835